



Figure 2. The old jeep on the road for the first time with me and the wife. Look at the windscreen angle! Remember this was before the Internet, much of my work then was just a big guess as the TM was informative but left big gaps in my knowledge. No jeep neighbors nearby to help me over the rough spots.

ing home it occurred to me then and only then to check the oil. Holy smokes (well, no pun intended)! It had nary a drop of oil in it. I drained the remainder and filled her up. But alas, it was either too late or the reason there was no oil quickly unfolded. It smoked like the bejeezus, I still lived on base and one of my good neighbors (a security policeman or SP) came running over to find out if I had set one of my vehicles on fire—strictly against regulations, you know.

As it turned out I had other helpful neighbors that helped me rebuild the engine. Unfortunately, that was to be a sad part of the adventure as both they and I didn't really know jeep engines at that point. I ended up having four engines rebuilt over the next 8 years before I decided that I would do as much of the work as possibly myself (but that is a much later part of the story).

Anyway, we got the jeep engine out of the old girl. Dragged it into the house. There's just too much sand blowing around to work on this outside. Just in case you were thinking about it, I have a very understanding wife. Why she even helped me operate the engine crane to lift it into the house on to a little skid.

After that came the transmission and transfer case. Turned out I had a T-90A transmission. This explained part of the reason that my jeeps' crossmember wouldn't bolt in the original holes but would fit into some boogered holes drilled into the frame.

Once the engine was in, I knew that I needed a new body. Why this Willys jeep had holes in all the regular obscene places. I wasn't a welder and all the welders I knew made 10 times as much as I did an hour. Besides some